

C FINE OLD SCOTCH WHISKY, L PER DOZEN, U \$12.00, BEST, B AT THE PRICE, H. PRICE & CO., 12 Queen's Road, 408

The China Mail.

ESTABLISHED 1846.

GOLD MEDAL, PARIS 1875, 1889
JOSEPH GILLOTT'S PENS
Of Highest Quality, & Having Greatest Durability, are therefore
CHINA PENS
The only Award, Chicago, 1893
NUMBERS FOR USE BY BANKERS
Ball Point Pens, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

No. 11,937

號九十月六年一零百九千一第

HONGKONG, WEDNESDAY, JUNE 19, 1901.

日四初月五年丑辛

PRICE, \$2.50 Per Month.

Business Notices.

W. S. BAILEY & CO.,
Engineers, Shipbuilders and Storekeepers.

OFFICES: 60 and 62 DES VOEUX ROAD.
WORKS: KOWLOON BAY.

JUST RECEIVED.

Steam and Centrifugal Pumps for Every Service.
20th Century Forges (the most Perfectly Constructed Forges on the Market).
Ship's Telegraphs to suit any Class of Vessel.
Engineer's Combined Pipe Cutters and Wrenches.
Boardsman's Combined Wrenches.
Champion Screw Drivers, with Patent Non-Slipping Handles.
Cleveland Twist Drills.
Clarke's Patent Expansive Bitts.
Star Hack Saws and Blades.
And Engineer's Tools of Every Description.
Paints, Oils, Packings, Etc., Etc., always in Stock ready for immediate delivery.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
4, PRATA CENTRAL
(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS,
ALWAYS KEPT IN STOCK.
ALL ARTICLES OF FIRST-CLASS QUALITY.

BRADLEY & Co., Managers.

LANE CRAWFORD & CO.
HOSIERY DEPARTMENT.

COLORED SHIRTS

For Day Wear; Soft Fronts; Plain or
Pleated. The IDEAL Shirt for the Hot
Weather.

CELLULAR TENNIS SHIRTS.

WHITE LISLE THREAD, Thinnest
make; Wonderfully Cool.

A Splendid Assortment of Fashionable
WASHING TIES Of entirely New Patterns and Styles.
UNDERWEAR For the Hot Weather.

Lane, Crawford & Co.

THE PHARMACY,
10 Queen's Road Central, Hongkong.

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully
dispensed by a qualified CHEMIST. Special attention to FRENCH and Other
FOREIGN FORMULAE.

SOMERVILLE'S EXPORT AND GLENDOUR WHISKIES.
PORTSOY HIGHLAND WHISKY (PURE MALT).
MANILA CIGARS.

Manager, RICHARD FLINT.

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.
NEWLY-FURNISHED ROOMS.
TWO ELEVATORS.
NEW REFRIGERATING PLANT.
BEST QUALITY LIQUORS & PROVISIONS.

VICTORIA DISPENSARY.

DAKIN'S IODISED SARSAPARILLA.

THE BEST BLOOD PURIFIER.

DAKIN'S SINGLE SEIDLITZ.

A MOST AGREEABLE AND EFFECTIVE SALINE APERIENT.

PRICKLY HEAT LOTION.

THE ONLY EFFECTUAL REMEDY.

VICTORIA DISPENSARY,
QUEEN'S ROAD.

ANNOUNCEMENT

THE GRAND PRIX D'HONNEUR IS THE HIGHEST AWARD GIVEN AT THE PARIS EXPOSITION.
THE PUBLIC WILL BE INTERESTED IN LEARNING THAT THIS HIGHEST AWARD,
GRAND PRIX D'HONNEUR

FOR
CONDENSED MILK AND EVAPORATED CREAM

has been conferred upon

BORDEN'S CONDENSED MILK CO.

NEW YORK, U.S.A.

Original and Largest Manufacturers of Condensed Milk.

BORDEN'S

EAGLE BRAND
CONDENSED MILK

PEERLESS BRAND
EVAPORATED CREAM

ESTABLISHED 1857.

Agent, M. J. CONNELL,

No. 7, BEACONFIELD ARCADE, HONGKONG.

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD
HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland,
and are absolutely of all adulterous matter.

THE CREME DE LA CREME OF

WHISKIES

PURE AND MILD.

Sole Importers,

F. BLACKHEAD & Co.

Business Notices.

SCHLITZ BEER.

WHOLESOME,

LIGHT,

TONIC, AND

REFRESHING.

SOLE AGENTS:

WATKINS, LIMITED,

66, QUEEN'S ROAD CENTRAL.

GREEN ISLAND CEMENT CO., LTD
Portland Cement.

In casks of 375 lbs net \$5.50 per cask, ex Factory.
In bags of 250 lbs net \$3.30 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,
GENERAL AGENTS.

PHOTOGRAPHIC

GOODS OF ALL DESCRIPTIONS; PLATES, PAPERS AND CHEMICALS.

EASTMAN'S

KODAKS, FILMS & ACCESSORIES.

DEVELOPING & PRINTING UNDERTAKEN.

PROFESSIONAL AND AMATEUR PHOTOGRAPHERS SHOULD KNOW THAT WE
SUPPLY THE

Southern Markets of China,

AND THAT THE LARGE ASSORTMENT OF PHOTOGRAPHIC GOODS WE HANDLE ALWAYS
ENABLE US TO KEEP A FRESH STOCK.

ACHEE & CO.,

17A QUEEN'S ROAD, CENTRAL. FEW DOORS EAST OF THE HONGKONG HOTEL.

CHAS. HEIDSIECK'S
CHAMPAGNES:

WHITE SEAL (1893 VINTAGE).

CACHET IMPERIAL (Extra Dry; Gout American)

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN

PATENT PORTABLE PIANOS.
2 FEET HIGH, 5 OCTAVES.

SPECIALY SUITABLE FOR SMALL
SALOONS AND LAUNCH PICNICS.

FOR SALE OR HIRE.

LANE, CRAWFORD & CO.,

Musical Department.

JUST UNPACKED.

LADIES' GENTLEMEN'S AND CHILDREN'S BOOTS AND SHOES.

FANCY SILK AND COTTON BLOUSES AND SKIRTS.

WHITE AND COLOURED SILK PARASOLS.

FANCY LACES AND DRESS TRIMMINGS, Etc.

W. POWELL & CO.,

43, QUEEN'S ROAD CENTRAL.



HOCKS.

1 dozen Bottles, 2 dozen 3 Bottles.

OPPENHEIMER \$11.00 \$13.00

LAUBENHEIM 13.00 15.00

NIEBERG 15.00 17.00

GRACHEN 15.00 17.00

DEBENHOF 15.00 17.00

HUGHANER 15.00 17.00

STREIBER (Bott. Bottles) 15.00 17.00

MEYERHOLZ 15.00 17.00

These are and bottled by DeBenedictis & Co., Cologne.

SOLE AGENTS

Caldbeck, Macgregor & Co.,

15, Queen's Road, Hongkong, June 18, 1901.

Peak Hotel.

CITY OFFICE,
7, DUDDELL STREET.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK.

near the TRAM TERMINUS. Telephone 36.

For Terms, Apply to the MANAGER. 741

Wanted.

CANDIDATES for POLICE in NAVAL
YARD Required. Must be of good
Character and British Birth; between 23
and 35 years of age.

Apply with papers to
COMMANDER,
H. M. NAVAL YARD,
24th April, 1901. 893

WANTED.

By an Englishman, an AIRY FURN-
ISHED BEDROOM, with Boilers,
(Plain) in a quiet European House. State
Terms, which must be Moderate.

Apply to 'CONWELL',
Care of 'China Mail' Office.
Hongkong, June 18, 1901. 1281

NOTICE.

WE, the Undersigned, have this day been
Appointed Agents by Messrs T. M.
STEVENS & Co., of Portsmouth, Ohio, for
the Sale of WENHARD'S BRANDS OF
AMERICAN BEER in Hongkong.

DODDLETT & POLLOCK.
Hongkong, April 16, 1901. 843

NOTICE.

TENDERS are hereby Called for the
erection of BRICK SHOPS at
JESSERTON for the NORTH BORNEO
GOVERNMENT, particulars of which may be
seen at the Office of Messrs GIBB, LIVING-
STON & Co., Agents.

Hongkong, February 18, 1901. 349

NOTICE.

WE have this Day authorized Mr.
WILHELM NAGEL to SIGN our
First per procuration.

LEOPOLD SPATZ & Co.
Hongkong, June 17, 1901. 1271

FOR SALE.

JOHN GRAHAM'S Choice FIVE
CROWN PORT. Well known to
connoisseurs in the East.

G. C. ANDERSON,
20, Des Voeux Road.
Hongkong, June 14, 1901. 1231

**SINGING, PIANO, MANDOLINE,
AND GUITAR.**

SIGNOR CATTANEO, having returned
to the Colony, has resumed Tuition.

TERMS, \$10 per Month.
(Two Lessons per Week).

Application may be made by intending
pupils through Messrs. LANE, CRAWFORD
and Co.

Hongkong, April 19, 1901. 861

MUSIC LESSONS.

MR. L. A. GRACA teaches Pupils
for the VIOLIN, MANDOLINE
and PORTUGUESE GUITARRA.

For Terms, Etc., Apply to
ROBINSON PIANO Co., Ltd.
Hongkong, November 8, 1900. 3283

To Let.

TO LET.

BEDROOM, (with Board) in Good
Locality; Bathroom, attendance, etc.
Apply, 'X X X', 'China Mail' Office.
Hongkong, June 12, 1901. 1241

TO LET.

TWO very spacious and well ventilated
TWO-STORY EUROPEAN RE-
SIDENCES, with Gardens and Tennis
LAWNS, each containing 6 Rooms, Bath-
rooms and Outbuildings, in MACDONNELL
ROAD, on Island Lot No. 1,300.

Apply to
"TANG LAP TING,"
No. 18, Queen Street, Hongkong,
or to
MOK MAN CHEUNG,
Butterfield & Swire.
Hongkong, March 20, 1901. 634

TO LET.

TWO ROOMS, GROUND FLOOR,
DELLIOS TERRACE, No. 6,
with Dependence.

Apply to
J. ULLMANN & Co.,
74, Queen's Road Central,
Hongkong, May 31, 1901. 1167

TO LET.

(From 1st April Next).

TWO SPACIOUS GODOWNS, with
Upper FLOORS for Day Coach, Nos.
1 & 2, facing the Sea, and situated at Bal-
char's Bay on M. Lot 243.

Apply to
JOSEPH & CO.,
1, Duddell Street,
Hongkong, March 25, 1901. 684

TO LET.

ORMSBY TERRACE, Kowloon.
No. 1, from 15th June next,
3 1/2
BARROW TERRACE, 16 HOUSES,
being occupied by Indian Soldiers. Pos-
session from 1st July Next.
DURBAR HOUSE, known as Officers'
Mess, from 1st October.

Apply to
PUN HUNG,
85, Queen's Road Central

Telephone No. 185.



WHISKIES.

IRISH.

Dunville's V.R. ... \$12.00

SCOTCH.

F. O. S., Very old liquor ... 15.00
 Club ... 12.00
 Special Selected ... 11.00
 Choice Old Highland ... 8.00
 Highland Mosaic ... 7.00
 Glenlivet ... 10.00
 D. G. L., The Distillers ... 13.00
 Highland Club ... 10.00
 Dewar's White Label ... 18.00
 Do. Extra Special ... 14.00
 P. D. C., Special ... 13.00
 Teacher's Highland Cream ... 12.00
 D. G., Dump bottles ... 9.00
 Peak Blend, Dump bottles ... 8.00

AMERICAN.

Fine Old Bourbon ... \$18.00
 Canadian Rye ... 15.00
 N.B.—We hold a large stock of Whiskies in Wood, samples of which will be forwarded on application.

H. PRICE & CO.,

12, Queen's Road.

MEMOS. FOR TO-MORROW.

Auctions.

2.30 p.m.—Auction of Sydney House-hold Furniture, by Messrs Hughes and Hough.

Miscellaneous.

Goods per Shanghai not cleared at 4 p.m. subject to rent.
 Goods per Kamsing undelivered after noon this date subject to rent.

General Memoranda.

SATURDAY, June 22.—
 Goods per Hamburg undelivered after this date subject to rent.
 Goods per India not cleared after this date subject to rent.
 SUNDAY, June 23.—
 Goods per Maria Valeris undelivered after this date, subject to rent.
 MONDAY, June 24.—
 Goods per Salsis undelivered before noon, subject to rent.
 TUESDAY, June 25.—
 Goods per Santa Maria not cleared after this date subject to rent.

Opium Quotations.

HONGKONG, June 19, 1901.

New Patna, cash ... 367 1/2
 Old Patna, cash ... 350
 New Benares, cash ... 350
 Old Benares, cash ... 330
 New Malwa, credit ... 830/850
 Allowance, Tola ... 0/8
 Last Year ... 880/870
 Allowance Tola ... 0/8
 Old Malwa credit ... 830/890
 Allowance, Tola ... 0/8
 Persian, Oily, cash ... 0/8
 Allowance, Tola ... 0/8
 Persian, Paper tied long ... 810/820
 Allowance, Tola ... 0/8



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1851.

THE LEADING MANUFACTURERS OF AERATED WATERS IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest, and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A PERFECT SYSTEM OF FILTRATION is employed, guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A Staff of English Experts attends to every detail of the manufacture.

The Waters produced are of the highest class and excellence, as testified by the best English makers.

A. S. WATSON & Co., Limited, THE HONGKONG DISPENSARY.

The publication of this issue commences at 4.00 p.m.

The China Mail.

HONGKONG, WEDNESDAY, JUNE 19, 1901.

La Chine, les réformes et les puissances, is the title of a singularly informing article in the first May issue of *La Revue de Paris*. When we have said that it is written by Sir Robert Hart, we have indicated at once its weakness and its strength. Will reform in China begin from within, or will it come from without? was the weighty question put to the host during a legation dinner at which, along with many Chinese dignitaries, Sir Robert Hart was present. No one cared to hazard an answer. It was about that ominous time when the anti-reforming Edict which drove Kang Ya-wei from his country was issued, and when, naturally, few knew, from moment to moment, who was next to be disgraced or beheaded. On matters Chinese, critics abound, and those anxious to tender advice are numberless. Of the former class, few know their subject even passably well; and of the latter, how many can be said to speak disinterestedly? Politicians in China are of two classes, by far the bigger being the Conservatives or Anti-reformers, who perpetually look backwards for inspiration, exalt the teachings of the sages and the precedents of a hoary antiquity, honestly believe and patriotically affirm that all their country's troubles are the inevitable outcome of deviation from the path followed by the sages, and that return to these ways is the sole sovereign remedy for all their political ailments. The other school, comprising a small but increasing minority, accepts present conditions, recognizes the absolute need of reforms, and is not blind to the existence of nations beyond their own frontiers. It is, says Sir Robert Hart, to this numerically small but influential band of ardent progressives, that the Emperor Kwang Hsu belongs.

What are these reforms? Convention regulates the polity of nations, as much as it does that of individuals. China discards militarism, bows to reason, and is not aggressive. Its people, normally, are law-abiding and easily governed. The tributary task of the army in China is that of police; and, although drilled and armed, it is organized to control law-breakers rather than to act as a mere fighting machine. Recent events must then force China, against her will, to become a military power. As to legislative reforms, we must not forget that China has laws. We are acquainted with her penal codes through the translation of Sir George Staunton. Practical Chinese see that foreign trade and its developments require legislation answering to certain new wants; and that, to get rid of extra-territoriality conceded by treaty to foreigners, they will perforce follow Japan's shining example: that is to say, draft special codes, create special tribunals, and introduce a new procedure. Reforms relative to communications and circulation have been already begun. The telegraph works throughout the Eighteen Provinces, an Imperial Postal Department has been started, and railways, on a small scale to be sure, are in existence. The first of these three departments, wholly in Chinese hands, is quite acclimatized. The Postal Service has two chief obstacles to its perfect development an immemorial system of private letter carrying, and, at various points, post-offices that several foreign powers have opened on Chinese soil. With regard to railroads, their development, as long as they are owned or controlled by foreigners, will be slow; yet, here again the conduct of Japan can be fearlessly and advantageously copied. The money question presents abnormal difficulties in a country where the copper cash—eleven go to make a farthing—is current and has an appreciable buying power, and where silver is the standard metal. The rate of interest is relatively high, 1 per cent per annum being a usual rate. Monetary reform will require delicate handling. As to education, strict necessity will be the propelling force. The masses are extremely practical, and bare utility ranks first with them. Here two reforms seem essential: Western science, in all its branches, should be added to the curricula of studies for ordinary examinations, while official and professional posts should be created for successful candidates. It must not be for an instant be thought that Chinese knowledge counts for nothing, and that they are without a literature. No greater fallacy exists. They had voluminous encyclopedias long before the days of the *Encyclopædia Britannica*; magnificent dictionaries have been planned and published centuries before the birth of Johnson, or of Webster, of Littré or of Dr. Murray. Education and teaching, on Western lines, must be modified to suit native requirements. Other questions, social and political, legislative, and administrative, local and national, must be dealt with, in a broadly tolerant spirit, as they arise. The shackles of prejudice will gradually rust and fall away, social mores will slowly change, and the old opposition to adaptation to new progress, and new needs will imperceptibly assert their responsibility. The Chinese official, even of the highest rank, has a salary barely enough to keep body and soul together; hence he exploits the people to whom, superficially, he is "father and ruler." The moral law, as Dr. Parker

and other equally able authorities have pointed out, is adequate salaries, and the establishment of fixed budgets. Strict rules must be formulated against all functionaries accepting presents and imposing illegal taxes, as well as against the people offering gifts or finding money for other than state or municipal purposes. When establishments and salaries are legally settled, present irregularities in this direction will disappear. The authorities should also recognize as a capital fact that China is only one of a number of independent states, and should accept relations with other governments on a footing of friendly equality. The conclusion of treaties, in a Western sense, is quite a modern feature in Chinese history. As Sir Robert points out, they are, without exception, even when concluded in an amicable manner, the consequence of relations which were rather sanctioned than sought after; but—there is the rub—this aloofness is official, not national. Our quarrel or difficulty has never been with the people, but with those in authority, with mandarins in all its ramifications. Extra-territoriality, like capitulations in other countries, is a privilege of priceless worth; yet, when China is in a position to do as the Mikado's Government has done, she will abrogate the treaties that have established it. Sir Robert suggests the opening of Chinese Consular posts, over which Chinese judges and Consuls should jointly preside, and in which duly-qualified native lawyers should plead. Tender relations, although forced upon China, have confessedly profited rather than injured her.

Transit trade, coasting trade and river navigation for steamers are the chief points examined and discussed. We in Hongkong have heard much of the objectionable abuses perpetrated under the transit-pass system. It is not very generally known that the China coast-trade was originally opened up to British ships in gratitude for our services in suppressing the Tai-ping rebellion; and, later on, extended to the vessels of all signatory powers, in virtue of the "most-favoured-nation" clause. The dislocation of the junk trade, caused by this concession, occasioned great outcry, but has long since righted itself; and the repression of coast piracy may be set-down as a permanent resultant gain. The navigation of inland waters recently granted to foreign trading steamers will, when thoroughly established and freed from Sir Robert's restrictions, increase fiscal returns, and go far to root up river piracy and inland brigandage. The temporary dis-organization of the various interested native river craft will eventually regularize itself. The two outstanding difficulties with this question are, that of extra-territoriality, and that of the jurisdiction applicable to the Chinese crews carried. Ever since, well over forty years ago, Wingrove Cooke sent his brilliant series of letters to the *Times*, it has been the rage to decry the opinion of the "old residents" able to speak the language, and to accept rather the superficial and often rapid observations of the here-to-day-and-there-to-morrow tourist. Against this undoubted anomaly, Sir Robert enters a vigorous protest; though, strange to say, we feel the while, that he is on his own defence. After all, it is not necessary to have been to the moon to know a fool about it; and so with China. All intelligent men will agree with much that Sir Robert says, but they will disagree with his deductions. His unvarying support of the Dowager Empress is totally inexplicable. Radical reform there must be; but, antecedent to everything must be the removal of this designing and infamous woman from the position she has wrongfully usurped and wickedly filled. The Emperor is not a minor, and we must not allow him to be treated as one. In a widely read little book, the *Shuo Ping Ho or The Burnt Cake Ditty*, said to have been written by Liu Poh-wan, but which, from internal and external evidence, is of much later origin, and is possibly not much as fifty years old, the Japanese defeat China and the aggression of Russia were vaguely foretold. It is also said that about this time, the country would be split up in all directions—a dim hint of dismemberment. This, in a way, remarkable little volume has long been in the *Index expurgatorius* of all Provincial Authorities. Partition, however, must not be thought about. The Sick Man of the Far East cannot be treated as was the Sick Man of Europe. The two cases are not merely not parallel, they are utterly dissimilar. The task before the Powers is far from easy. Many difficulties, provided that the international jealousies can be for the time set aside, and the matter looked fairly and squarely in the face, need not give cause for alarm. China must be jointly aided to her own regeneration; she must be wrenched by the white races and Japan. On a limited scale, we have seen the fertility of spheres of influence. The problem is the largest, most complicated, and remotest that the white races have been, or in fact ever can be, called on to grapple with. The key of the situation is a regenerate China offering equal rights and privileges to all-comers.

New Barracks for Wei-tai-wei.
 A London paper says: The latest new barracks approved are those for Wei-tai-wei. The Commission sitting in judgment upon that station was another Chinese building, and perhaps an Indian building, mentioned there and have recommended the construction of barracks for Wei-tai-wei. The new barracks are to be built on a hill, and will be a fine example of modern architecture. The barracks are to be built on a hill, and will be a fine example of modern architecture.

Assault by an B. A. Officer.
 At the Magistrate's to-day, Sergeant G. H. Evans, of the Garrison Prison, told the Court what an unhappy time he had in the house of Minnie Curran, No. 47, Praya East. He went there along with another Sergeant and found a soldier of the Royal Welch Fusiliers, for whose arrest a warrant was out. While waiting for the soldier to dress, Minnie entertained Evans and the other intruder to a flow of language which even she herself admitted was "bad." She also told Evans that she would either shoot or poison him at the earliest opportunity, or, failing in this, she would throw something from the verandah on his head. Minnie's excuse was that "the visitors knocked at the door it would have been opened to them, but as they broke it open she was wroth. She was fined \$10 for her conduct."

Assault by an B. A. Officer.
 At the Magistrate's to-day, Lieutenant Baker, R.A., Kowloon Camp, was charged with having, on 18th June, assaulted Wong Yun Sang, coxswain, Kwok Mi, engineer, and Chung Shok, cook, all employed in the Water Police Department. The evidence was to the effect that the complainants, members of the crew of No. 6 Police launch, were chivvying on the pier at Tsimshatsui when defendant came along and kicked one and struck two with his stick, telling them to go elsewhere and chew Japan. On a limited scale, we have seen the fertility of spheres of influence. The problem is the largest, most complicated, and remotest that the white races have been, or in fact ever can be, called on to grapple with. The key of the situation is a regenerate China offering equal rights and privileges to all-comers.

LOCAL AND GENERAL.

Notes by the Way.

Work has been resumed at the Kowloon mines.

The German Mail of the 15th May was delivered in London on the 15th June.

The French Mail of the 20th May was delivered in London on the 18th June.

The census shows that the population of Italy is 32,440,754. The estimated population of Italy at the end of 1899 was 31,856,075.

An accident occurred yesterday on board the s.s. *Indracliff*, which is lying in the Harbour. A Chinese fitter employed on board fell into the hold and was killed. His body was taken to the mortuary.

The Marquis of Tullibardine, the organizer of Tullibardine's Horse in South Africa, writing to the Caledonian Society of London from South Africa, says: "The Australians are the best cavalrymen I have seen out here yet."

The American Cold Storage Company proposes to run steamers to Manchester and Southampton with the object of establishing enormous depots there containing supplies of dairy and farm produce sufficient to last Great Britain six months in the event of war.

Legislation in Austria and Germany reduces the miners' working day to nine hours. In England, the International Miners' Congress has passed resolutions in favour of an eight hours' day and a minimum wage. The miners of Durham opposed both proposals.

The Open-air Concert.

The open-air concert fixed for to-night at Mount Austin is postponed owing to the unsettled state of the weather.

Wigs Off.

Owing to the oppressive heat in the Supreme Court to-day, the Acting Attorney General, Hon. H. E. Pollock, K.C., asked permission for counsel to remove their wigs. His Lordship readily assented.

Mr T. H. Whitehead.

Mr T. H. Whitehead, manager of the Chartered Bank, returned from Manila yesterday. The public will be pleased to see Mr Whitehead back in his place in the Legislative Council, from which he has been badly missed during the past twelve months.

German Warships at Singapore.

The amount of firing from Fort Canino to-day (says the *Singapore Free Press* of the 10th inst.) was accounted for by the arrival of the German despatch-boat *Hela*, of 2300 tons, and the four German battle-ships *Kurfürst Friedrich Wilhelm*, *Brandenburg*, *Wiesenburg* and *Wörth*, which are on their return home from China. These four battleships, of 10,000 tons, together with the *Hela*, touched at this port on their way out to the Far East last August. Rear-Admiral Goisdler is on board the flag-ship *Kurfürst Friedrich Wilhelm*, and the fleet leave for Wilhelmshaven on Thursday.

A Unpleasant Time.

At the Magistrate's to-day, Sergeant G. H. Evans, of the Garrison Prison, told the Court what an unhappy time he had in the house of Minnie Curran, No. 47, Praya East. He went there along with another Sergeant and found a soldier of the Royal Welch Fusiliers, for whose arrest a warrant was out. While waiting for the soldier to dress, Minnie entertained Evans and the other intruder to a flow of language which even she herself admitted was "bad." She also told Evans that she would either shoot or poison him at the earliest opportunity, or, failing in this, she would throw something from the verandah on his head. Minnie's excuse was that "the visitors knocked at the door it would have been opened to them, but as they broke it open she was wroth. She was fined \$10 for her conduct."

Assault by an B. A. Officer.

At the Magistrate's to-day, Lieutenant Baker, R.A., Kowloon Camp, was charged with having, on 18th June, assaulted Wong Yun Sang, coxswain, Kwok Mi, engineer, and Chung Shok, cook, all employed in the Water Police Department. The evidence was to the effect that the complainants, members of the crew of No. 6 Police launch, were chivvying on the pier at Tsimshatsui when defendant came along and kicked one and struck two with his stick, telling them to go elsewhere and chew Japan. On a limited scale, we have seen the fertility of spheres of influence. The problem is the largest, most complicated, and remotest that the white races have been, or in fact ever can be, called on to grapple with. The key of the situation is a regenerate China offering equal rights and privileges to all-comers.

LOCAL AND GENERAL.

News from the Philippines.

Manila's average of plague cases is a little over 20 a week.

General Sanner has returned from the Laguna country without having received Calles surrender.

Trias will govern Cavite, and Flores the new Province of Rizal. Both are ex-insurgent generals.

Officers have already been asked to organize native troops in Southern Luzon where active hostilities still exist.

Over 500 school teachers are expected in Manila about the beginning of July, and they are to be housed in the Exposition buildings, the property of the Municipality.

The Manila Bar Association has memorialized the Civil Commission asking that English be made the official language of the Courts. The matter is under discussion.

The Civil Commission has re-named the unincorporated provinces of Manila and Morong 'Rizal Province' after the Filipino patriot, whose memory will thus be perpetuated.

General MacArthur sails on July 1, on board the transport *Medea*. After a fortnight's holiday in Japan, the retiring Governor-General will proceed to Fuzhou on the transport *Sheridan*.

Spain's Future.

Admiral Cervera, addressing a naval congress at Madrid, said that he feared that Spain would become like Italy in the middle ages.

The British Army.

Colonel the Earl of Dundonald stated in a speech in London that it would be easy to properly defend the country if the conditions of service were easy, the men allowed to work in their own time, and to wear any kit they liked.

The Wily Muscovite.

The *Daily Mail* states that as the result of special inquiries it has learned that Russia secured over 22,000,000 of war material in the arsenals at Hai-Ku, which the British captured when advancing on Peking, and that Germany secured large quantities.

The Plover's Pirate Raid.

In the House of Lords on the 21st May, the Marquis of Lansdowne stated that since treaties with China gave the British the right to pursue pirates in the Elliot Group, a British man-of-war had declined to withdraw when a Russian Admiral warned her off.

The German Navy.

Out of the seven new German cruisers of the *Gazelle* type, proposed by the naval construction programme, four are ready for sea. The *Gazelle* type of cruisers is of the third class and has a displacement of about 2000 tons, with a speed of 21 knots. They are armed with 10 4.1in. Q. Fc., 14 1.4in. Q. Fc., and 4 machine guns.

Chinese Bandits in Tonkin.

The inland of brigands, who had swarmed over into Northern Tonkin from China in thousands, to escape pursuit by Chinese troops, has been checked. The French troops in the country could not bring the enemy to a general action, but headed them off after several sharp skirmishes. Chinese troops co-operated with the French in these operations, which resulted in the brigands being driven into mountain country. There, it is said, they were fairly trapped. They faced their pursuers in a narrow valley and lost 200 killed. They then fled further into the mountains where many of them perished from hunger.

An Anxious Prisoner.

The *Manila Times* of the 18th inst. has the following:—John Allen, ex-sailor of the unfortunate and late lamented ship *Topolani*, which ended her life's voyage in Honolulu, is anxiously awaiting the return of the U. S. A. T. *Barnacle*, with Captain-Quartermaster Major Brooks. Allen was arrested about two weeks ago by order of Major Cruise, and is at present lying in Pagan jail on the charge of desertion from a U. S. army transport. Allen states that his arrest is due to a misunderstanding, as he did not desert the ship, but left her at Hongkong with the consent of the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge, and has no more to expect from the *Barnacle*. He is now in Pagan jail, and is anxious to see the first officer, who granted this permission himself in the absence of Major Brooks at Canton. After receiving his discharge, Allen states that he took passage on the *Yamato Maru* to Manila, leaving \$20 which was still due him from the *Barnacle*, for which he was unable to wait owing to his passage on the *Yamato Maru* being engaged. After arriving in the Philippines, he wrote to the American Consul in Hongkong asking that he procure and forward him the money of \$20 still due from the *Barnacle*. The fact that he had no more to expect from the *Barnacle* is not a matter of speculation, as he has received his discharge,

Intimations

G. FALCONER & Co.,
 WATCH-MAKERS AND JEWELLERS.
 NEW SELECTIONS OF
 DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
 HIGH-CLASS GOLD AND SILVER WATCHES.
 LARGE ASSORTMENT OF SPECTACLES.
 PINCE-NEZ AND EYE PRESERVES.
 G. FALCONER & Co. ARE AGENTS FOR RUSS'S FAMOUS TELESCOPES AND
 BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
 ADMIRALTY CHARTS AND BOOKS.
HASTMAN'S KODAKS AND FILMS.
 27 44, QUEEN'S ROAD.

M. MUMEYA,
 JAPANESE ARTIST AND PHOTOGRAPHER
 ENLARGEMENTS ON BROMIDE PAPER
 AND FINISHED IN CRAYON.
 ALL KINDS OF WORK DONE FOR AMATEURS.
 84, QUEEN'S ROAD CENTRAL.

PUT
"VIKING" NAVY CUT
IN YOUR PIPE
& Smoke it.

Manufactured only by LAMBERT AND BUTLER, LTD., London, England. E28

UNTOUCHED BY HAND.

MELLIN'S
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

JAPAN  COALS.

THE MITSUI BUSSAN KAISHA
(Or MITSUI & CO.)

HEAD OFFICE: 43, SAKAKOTO-CHO, TOKYO.
LONDON OFFICE: 34, TIME STREET, E.C. 4.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chiofo, Tientsin, Newchwang, Pootung, Anlu, Soochow, Coochin, Yokohama, Nagoya, Kure, Suwayama, Kobe, Yokohama, Kure, Suwayama, Kuchikotsu, Saeki, Miike, Hakata, Taipei, &c.

Telegraphic Address for all the Offices: *** MITSUI ***

A. B. C. and A. 1. Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railways.
Principal Railway Companies and Industrial Works; Home and Foreign, Mail and Freight Steamships.

Sole Importers of the Famous Miike, Tazawa and Yamano Coal Mines; and


SOLE AGENTS FOR THE STRAITS SETTLEMENTS, SINGAPORE, AND THE EAST INDIES:
 OUEQU, SONODA, TONKAKATE, YOSHIMATSU, YASHIRO, YUKIOBARA, and other Coolie Missionaries.

RAINIER BEER

IS THE BEST LIGHT BEER THAT HAS EVER BEEN BROUGHT INTO THE COLONY.

It now will be found most invigorating at all times.

PRICE:—

	<p>For Case 1 dozen Quarts, \$15.00</p> <p>SOLE IMPORTERS: A. S. WATSON & Co. Limited, WINE & SPIRIT MERCHANTS, HONGKONG DISPENSARY.</p>
---	--

TEAM HORRIBLE		KOVLOON HOTEL	
Mr. M. Austinoff	Mr. F. L. Long	John Andrew	Mr. Louis Ladow
Mr. James Bestlie	Mr. F. J. Miller	Mr. F. Binners	Mr. G. G. Lewis
Mr. S. Baskinoff	Mr. J. H. Martin	Capt. Bramstedt	Mr. J. W. Macdonald
Mr. W. C. Bunner	Mrs. L. F. Marley	Mr. J. C. Deane	Mr. J. W. Macdonald
Mr. G. Brasse	Mr. Stuart C. Newall	Mr. W. Dwyer	Prof. A. P. Noble
Mr. H. F. R. Bryne	Col. The O'Donnell	Mr. E. Davis	Mr. and Mrs. T. T.
Mr. Allan Cameron	Mr. John O'Grady	Mr. E. A. Farby	Sutton
Mr. John Carrington	Col. Permut	Mrs. Kennedy	Mr. Spittles
—O.M.G.	Mr. John Pitt, R.N.		
Mrs. Corrinne	Mr. H. L. Pollock	THE WAXEYKEE HOTEL	
Col. A. W. Colburn	Capt. Payne, U.S.A.	Mr. N. K. Davidson	Mr. J. Molver
Mr. C. C. Crook	Mr. J. C. Quinn	Mrs. J. A. C. D. Framp	Mr. N. S. P. Tinsley
Mr. F. Dugor	Mrs. A. B. Rous		
Mr. A. S. Ellum	Mr. W. A. Rublee		

[illegible]

<p>PAIN <i>Applied to the affected part, quickly Relieves</i> SORE THROAT RHEUMATISM SORENESS OF THE MUSCLES AND STIFFNESS OF THE JOINTS OF THE BACK For sale by A. J. DOUGLAS, WARRING & CO., General Agents.</p>	<p>BALM A SERIES OF ARTICLES <i>Reprinted from "The China Mail"</i> WITH AN APPENDIX To be had in the OFFICE of THE CHINA MUSEUM, KUNING & YALIN, LEE, AND Messrs. W. HARRIS & CO. Prince of Wales Street, Singapore.</p>
--	---

Shipping.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

In Connection with the
ATOCHESS, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO, AND
SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN
PORTS, and HONOLULU, THE
UNITED STATES, MEXICO, CENTRAL
AND SOUTH AMERICA, Etc.

Belgian King About 20th June.

THE Steamship *Belgian King* will be de-
parted for SAN DIEGO, and SAN
FRANCISCO, via MOJI, KOBE, YOKO-
HAMA and HONOLULU, on or about
20th June.

Through Bills of Lading issued to any
point in the United States.
Cargo will be received on board until 5
p.m. the day previous to sailing. Parcel
Packages will be received at the Office until
the same time. All Parcels should be
marked to address in full. Value of same
is required.

Consular Invoices, to accompany Cargo
destined to Points beyond San Diego,
should be sent to the Company's Office,
addressed to the Collector of Customs, San
Diego.

For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
HONGKONG, CHINA & JAPAN.
Hongkong, May 15, 1901. 1048



STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANIAN PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for DATA-
VIA PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

THE Steamship *PARRAMATTA*, Capt.
R. T. COOK, R.N.R., carrying His
Majesty's Mails, will be despatched from
this office on SATURDAY, the
22nd June, at Noon, taking Passengers and
Cargo for the above Ports.
Sails and Valuable Mail Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed via Bombay with Transhipment.

Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, June 7, 1901. 1203

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship
LYECON, Capt.
THOMAS, will be despatched
for the above Port on FRIDAY, the 21st
June, at 3 p.m.

This Steamer has superior Accommoda-
tion for First and Second-Class Passengers.
For Freight or Passage, apply to
SIEHSEN & Co.,
Agents.

Hongkong, June 16, 1901. 1275

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
PERLA, Capt.
G. T. BLANCHARD, will be despatched
as above on MONDAY, 24th Inst., at 5 p.m.
The attention of Passengers is directed
to the excellent Accommodation provided
by this Steamer. She is fitted throughout
with the Electric Light and is supplied with
a Refrigerating Chamber.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers,
Hongkong, June 16, 1901. 1268

GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship
Captain J. RAYBURN, will be despatched
for the above Ports on the 11th July.

For Freight or Passage, apply to
MCGREGOR, BROS. & CO.,
Agents.

Hongkong, June 16, 1901. 1274

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on the DATES
named:—

FOR SHANGHAI, CAPTAIN R. DOWELL, R.N.R. About 22nd June.

LONDON, &c., Captain R. T. COOK, R.N.R. Noon, 22nd June.

SHANGHAI, CAPTAIN C. T. TALBOT, R.N.R. About 29th June.

SHANGHAI, CAPTAIN E. C. ANDREWS, R.N.R. About 28th June.

* See Special Advertisement.

For Freight or Passage, and further Particulars, apply to

H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, June 17, 1901.

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship
GLENARTNEY,
Captain WARRNER, will be despatched as
above on or about the 20th June, 1901.

For Freight or Passage, apply to
MCGREGOR BROS. & CO.,
Agents.

Hongkong, May 18, 1901. 1081

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FOR SEATTLE, VIA SHANGHAI AND JAPAN.

THE Company's Steamship
HYSON,
Captain J. S. HOOE, will be despatched as
above on the 22nd Inst., taking Cargo to
Seattle, and Overland Points, U.S.A., via
Great Northern Railway, at current rates.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, June 16, 1901. 1280

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
America Maru, (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama & Honolulu) 4, at Noon.

Hongkong Maru, (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama & Honolulu) 30, at Noon.

Nippon Maru, (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama & Honolulu) 24, at Noon.

THE Twin-Screw S. S. AMERICA
MARU will be despatched for SAN
FRANCISCO, via SHANGHAI, NAGA-
SAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU, on THURS-
DAY, the 14th July, 1901, at Noon,
taking Freight and Passengers for Japan,
the United States, and Europe.

Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and Passengers are allowed
to break their journey at any point en route.
Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of steamers and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained on application.

Passengers holding orders for OVERLAND
RAIL ROUTES have the choice of Overland
Rail routes from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and the CANADIAN PACIFIC RAILWAY on pay-
ment of 24 in addition to the regular tariff
rate.

Passengers holding orders for OVER-
LAND CITIES in the United States have
between San Francisco and Chicago, the
option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO
GRANDE, and other direct connecting Rail-
ways, and from Chicago to destination the
choice of direct lines.

Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials
and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until
4 p.m. the day previous to sailing. Pack-
ages will be received at the Office until 4
p.m. same day; all Parcel Packages should
be marked to address in full; value of
same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco in
the United States should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at
San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, Queen's Building.

GEORGE MCKLEY, Acting Agent,
Hongkong, June 12, 1901. 1808

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG:
LOWTHER CASTLE 30th June.
HUDSON About 17th July.
HEATHBURN 1st August.
SATSUMA 15th August.

For Freight and further information
Apply to
DODWELL & CO., LTD.

Hongkong, June 16, 1901. 1265

THE UNITED STATES AND CHINA JAPAN S. S. LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
INDRANI, Capt.
WILLIAMSON, will be despatched for the
above Port on or about 10th July.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, June 14, 1901. 1001

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
ARARA, Capt.
WILLIAMSON, will be despatched for the
above Port on or about 1st August, 1901.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, June 14, 1901. 1000

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
YUENSANG,
Captain P. H. ROY, will be despatched as
above on FRIDAY, the 21st Inst., at 4 p.m.
This Steamer has superior Accommoda-
tion for First-Class Passengers, is fitted
throughout with the Electric Light, and
carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, June 17, 1901. 1370

THE OSAKA SHOSHIN KAISHA, LTD.

FOR TAMSUI, VIA SWATOW AND AMOY.

THE Company's Steamship
DAIJIN MARU,
Captain T. OGATA, will be despatched for
the above Ports on SUNDAY, the 23rd
Inst.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, June 17, 1901. 1264

THE OSAKA SHOSHIN KAISHA, LIMITED.

FOR ANPING, VIA SWATOW AND AMOY.

THE Company's Steamship
MAIDZURU MARU,
Captain K. SUMIKI, will be despatched
for the above Ports on WEDNESDAY, the
20th June.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, June 13, 1901. 1246

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
ALRIE, Capt.
ST. JOHN GEORGE, will be despatched
for the above Ports on THURSDAY, the
27th Inst., at Noon.

This well-known Steamer is specially
fitted for Passengers, and has a Refrig-
erating Chamber which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.

This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly-qualified Sur-
geon are carried.

N.B.—Return Tickets issued by this
Company to and from AUSTRALIA are avail-
able for return by the Steamers of the
CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, June 10, 1901. 1187

GLEN LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship
GLENARLY,
Captain J. S. STEVENSON, will be de-
parted as above on the 28th June, 1901.

For Freight or Passage apply to
MCGREGOR BROS. & SON,
Hongkong, May 29, 1901. 1166

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

POINTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 1st June, the Company's Steamship
SYDNEY, Captain ANDERSON, with MAILS,
PASSENGERS, SPECIE, and CARGO,
will leave this Port for MARSEILLES,
via Ports of Call, WITHOUT TRANSSHIPMENT.
Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal Places of Europe.

Shipping Orders will be granted till
Noon. Cargo will be received on board
until 4 p.m. Specie and Parcels are not
to be sent on board; they must be left at
the Agency's Office.

Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, June 13, 1901. 1279

SHEWAN, TOMES & Co.'s NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
ARARA, Capt.
WILLIAMSON, will be despatched for the
above Port on or about 1st August, 1901.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, June 14, 1901. 1000

Shipping.

U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

THE OVERLAND RAILWAYS
AND ATLANTIC AND OTHER CONNECTING STEAMERS;
Via INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC THURSDAY, 27th June, at Daylight.
CITY OF PEKING SATURDAY, 13th July, at Noon.
GALIC TUESDAY, 23rd July, at Noon.
CHINA THURSDAY, 6th August, at Noon.
PERU THURSDAY, 15th Aug., at Noon.
SATURDAY, 31st Aug., at Noon.

THE P. M. Company's Steamship *COPTIC* will be despatched for SAN FRAN-
CISCO via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA
and HONOLULU, on THURSDAY, the 27th June, at Daylight, taking Freight for
Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at
HONOLULU, and Passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the Principal Cities of the United States or Canada.
Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have
between San Francisco and Chicago, the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.
Special Rates (First Class only) are granted to Missionaries, members of the Naval,
Military, Diplomatic and Civil Services, and European officials in the service of the
Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (First Class
only) are granted to Missionaries, members of the Naval, Military, Diplomatic and
Civil Services, and to European officials in the service of the Governments of
China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have
paid full-fare class fare from ports of call in the Orient to the United States, Canada or
Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time
within twelve months, will be allowed a reduction of ten per cent from fare, San
Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare
from the United States, Canada or Europe, to a port of call in Japan or China and
re-embark at such port of call for return voyage at any time within twelve months will
be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and
other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United
States, via Overland Railway, to Havana, Trinidad, and to ports in
Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel
Packages will be received at the office until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100
Gold or over) destined to points beyond San Francisco in the United States should be
sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the
value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the
Companies, Queen's Building.
Hongkong, June 18, 1901. GEO. ECKLEY, Acting Agent. 980

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo to through ports to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, Oporto,
LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT;
BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.

S.S. *Nürnberg*, Capt. MAYER, 26th June, Freight.

S.S. *Stadthagen*, Capt. SCHMIDT, 12th July, Freight.

S.S. *Wien*, Capt. SCHUBERT, 26th July, Freight.

S.S. *Adria*, Capt. v. DÖHRN, 9th August, Freight.

For further particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Building, No. 1.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BATHURST, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOOAGUE.
N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. Sailing Dates.

SACHSEN (HAMBURG-AMERIKA LINIE) THURSDAY, 11th July.

KIAUTSCHOU (HAMBURG-AMERIKA LINIE) THURSDAY, 11th July.

STUTTGART THURSDAY, 11th July.

KONIG ALBERT THURSDAY, 11th July.

PRINZESS IRENE THURSDAY, 11th July.

PRINZ HEINRICH THURSDAY, 11th July.

PREUSSEN THURSDAY, 11th July.

HAMBURG (HAMBURG-AMERIKA LINIE) WEDNESDAY, 10th October.

SACHSEN (HAMBURG-AMERIKA LINIE) WEDNESDAY, 10th October.

KIAUTSCHOU (HAMBURG-AMERIKA LINIE) WEDNESDAY, 27th November.

ON THURSDAY, the 27th day of June, 1901, at Noon, the Steamship
SACHSEN, of the Norddeutscher Lloyd, Captain H. STEINER, with MAILS,
PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at
NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Tuesday, the 27th June, Cargo
and Specie will be received on board until 5 p.m. on Wednesday, the 28th June, and
Parcels will be received at the Agency's Office until Noon on Tuesday, the 27th June.
Contents of Packages are required. No Parcel Receipts will be signed for less than
\$2.50 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.
Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to
Melchers & Co., Agents.

CHINA NAVIGATION CO., LIMITED.

FOR SHANGHAI, CAPTAIN R. DOWELL, R.N.R. About 22nd June.